Steps to clean Congestion at Ports

3004. SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that about 3.5 lakh tonnes of Dei-Ammonium Phosphate (DAP) valuing about Rs. 200 crores contracted by private importers is being held up at high sea due to severe congestion of Kandla and Nhava Sheva ports and shortage of railway wagons to move the material from the ports;

(b) what are the facts in this regard;

(c) what is the extent of loss caused by the delay in the clearance at the ports and what will be its effects on prices in domestic market; and

(d) what steps Governemt have so far taken to clear the congestion at the ports and to meet the shortage of railway wagons?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) to (d) Do not arise.

Connecting Indrapuri with important points

3005. SHRI MISA R. GANESAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the names of the places which are connected with direct DTC bus service from Indrapuri (Loni Border);

(b) whether it is a fact that there is no direct bus service from Indrapuri Loni Border to important places located in South Delhi such as Dhaula Kuan, Safdarjang Hospital, AIIMS Mehrauli, R.K. Puram, Safdarjung Terminal etc.;

(c) if so, whether Government propose to introduce direct bus service to these places from Indrapuri; and

(d) if not, what are the reasons therefore and what alternative arrangements Governments propose to make to provide better and efficient transport facilities between East and South Delhi?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a):

1. Kendriya Terminal.
2. Inter-State Bus Terminal.
3. New Delhi Railway Station.
4. Shahdara.

(b) Yes, Sir.

(c) and (d) Due to fleet constraint it is not possible for DTC to link every corner of the city with direct services where there are change-over facilities available. However, 15 routes are already existing which connect East and South Delhi direct.

Direct Bus Service between Safdarjung Terminal and Trans-Yamuna area

3006. SHRI PRAVAT KUMAR SAMANTARAY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the total number of DTC bus routes originating from the Safdarjung Terminal at present;

(b) whether it is a fact that there is no direct bus service from Safdarjung Terminal to Trans-Yamuna areas, particularly to Indrapuri (Loni border)

(c) if so, whether Government propose to introduce any direct bus service from Safdarjung terminal to Indrapuri via ITO, ISBT new fly over in view of the tremendous increase in the number of commuters towards that direction; and

(d) if so, by when and if not, what are the reasons therefor together with the details of alternative arrangements likely to be made in this regard?

THE MINISTER OF STATE OF

THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) 16.

(b) Yes, Sir.

(c) and (d) Due to its fleet constraint it is not possible for DTC to introduce any new services. However, route Nos. 236, 335, 336, 338, 344, 372 & 622 are already available at INA bus stand for Trans Yamuna areas which is a walkable distance from Safdarjung Terminal. Alternatively the commuters of the area may also avail change-over facility at Central Secretariat, ITO, Shahadra etc. for reaching their destination.

Bus service between Kendriya Terminal and Indrapuri

3007. SHRI PRAVAT KUMAR SAMANTARAY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the frequency of bus plying on route number 265 between Kendriya Terminal and Indrapuri (Loni Border);

(b) whether it is a fact that the number of commuters has increased many fold and skelton bus service on this route is not sufficient to meet the requirement of daily commuters travelling between these two destinations;

(c) if so, whether Government propose to introduce a new bus route between Kendriya Terminal and Indrapuri to provide better transport facilities to the commuters travelling between these two destinations; and

(d) if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) There are 4 DTC buses operating in this route with a frequency of 30 minutes during the peak hours (from 8.00 A.M. to 11.00 A.M. and 4.00 P.M. to 7.30 P.M.), and 60 minutes during the non-peak hours.

Apart from the DTC buses there are 2 buses under STA permit which operate on this route. The operating details are as under:—

Indrapuri	Kendriya Terminal
6.50	8.12
9.20	10.42
9.40	11.40
12.50	14.12
14.40	16.02
17.10	18.40
18.07	19.32
20.40	22.10

(b) Yes, Sir.

(c) and (d) Due to its fleet constraint, it is not possible for DTC to add more buses on this route. However, the residents of Indrapuri (Loni Border) may reach their destination by availing of a single change at ISBT, ITO etc.

The Transport Department had entrusted a study of routes to Rail India Techno and Economic Services to device new routes in a rational and scientific manner. The report of the RITES was also examined by a Committee constituted by STA.

The RITES have recommended two timings for Indrapuri-Kendriya Terminal route. For peak hours 15 minutes frequency and for non-peak hours 30 minutes frequency. Total number of buses recommended by the RITES in this route is 12.

Recommendations of the Committee to Investigate Road Accidents in Delhi

3008. DR. JINENDRA KUMAR JAIN:
SHRI RAM JETHMALANI:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that a six members Committee headed by Shri Ved Marwah was appointed to investigate the reasons of increasing road accidents in Delhi and to furnish suggestions for the remedy of the same;

(b) if so, whether it is a fact that the